of both categories where a conversion from coal to oil is contracted for on or after November 19, 1952, the provisions of § 95.10–5(h) shall apply.

(d) The general requirements of § 95.10–5(c) through (g), § 95.10–10(d) through (i), and § 95.10–15 shall be complied with insofar as is reasonable and practicable.

(e) Firehose nozzles and low-velocity spray applicators must meet the requirements of 95.10–10(i), 95.10–10(j), and 95.10–10(k).

[CGFR 65–50, 30 FR 17001, Dec. 30, 1965, as amended by CGD 76–086, 44 FR 2392, Jan. 11, 1979; CGD 95–027, 61 FR 26007, May 23, 1996]

Subpart 95.13—Steam Smothering Systems

§ 95.13–1 Application.

Steam smothering systems are not permitted on vessels contracted for on or after January 1, 1962. Previously approved installations may be retained as long as they are maintained in good condition to the satisfaction of the Officer in Charge, Marine Inspection.

[CGD 95–027, 61 FR 26007, May 23, 1996]

Subpart 95.15—Carbon Dioxide Extinguishing Systems, Details

§ 95.15–1 Application.

(a) Where a carbon dioxide extinguishing system is installed, the provisions of this subpart, with the exception of § 95.15–90, shall apply to all installations contracted for on or after November 19, 1952. Installations contracted for prior to November 19, 1952, shall meet the requirements of § 95.15–90.

(b) The requirements of this subpart are based on a ''high pressure system,'' i.e., one in which the carbon dioxide is stored in liquid form at atmospheric temperature. Details for ''low pressure systems,'' i. e., those in which the carbon dioxide is stored in liquid form at a continuously controlled low temperature, may be specifically approved by the Commandant where it is demonstrated that a comparable degree of safety and fire extinguishing ability is achieved.

§ 95.15–5 Quantity, pipe sizes, and discharge rates.

(a) *General.* The amount of carbon dioxide required for each space shall be as determined by paragraphs (b) through (d) of this section.

(b) *Total available supply.* A separate supply of carbon dioxide need not be provided for each space protected. The total available supply shall be at least sufficient for the space requiring the greatest amount.

(c) *Cargo spaces.* (1) The number of pounds of carbon dioxide required for each space shall be equal to the gross volume of the space in cubic feet divided by 30.

(2) Although separate piping shall be led to each cargo hold and 'tween deck, for the purpose of determining the amount of carbon dioxide required, a cargo compartment will be considered as the space between watertight or firescreen bulkheads and from the tank top or lowest deck to the deck head of the uppermost space on which cargo may be carried. If a trunk extends beyond such deck, the trunk volume shall be included. Tonnage openings shall be considered as sealed for this purpose.

(3) Branch lines to the various cargo holds and 'tween decks shall not be less than ¾-inch standard pipe size.

(4) No specific discharge rate need be applied to such systems.

(d) *Machinery spaces, paint lockers, tanks, and similar spaces.* (1) Except as provided in paragraph (d)(3) of this section, the number of pounds of carbon dioxide required for each space shall be equal to the gross volume of the space divided by the appropriate factor noted in Table 95.15–5(d)(1). If fuel can drain from the compartment being protected to an adjacent compartment, or if the compartments are not entirely separate, the requirements for both compartments shall be used to determine the amount of carbon dioxide to be provided. The carbon dioxide shall be arranged to discharge into both such compartments simultaneously.

TABLE 95.15–5(d)(1)

Gross volume of compartment, cubic feet		Factor
Over—	Not over—	
	.....	.....